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Design and Access Statement



Statement required for:

Construction of 9 no residential dwellings on site of former Moreton Inn, Ruabon Road, Johnstown.

1. Brief:

- 1.1** We have been approached by our client to obtain planning permission for a residential development located within the settlement boundary of Johnstown.
- 1.2** The public house which previously occupied the site has been demolished with the site cleared. Demolition works took place following the grant of a demolition notice and prior notification which was made to the Local Authority.
- 1.4** The public house had been closed for some time, with the business being deemed as unviable operating at a loss for several people who took the reins.
- 1.5** Our initial brief was to provide additional family homes to the area, the orientation of the dwellings would be key in the overall design of the site due to its prominent location located on the main highway.



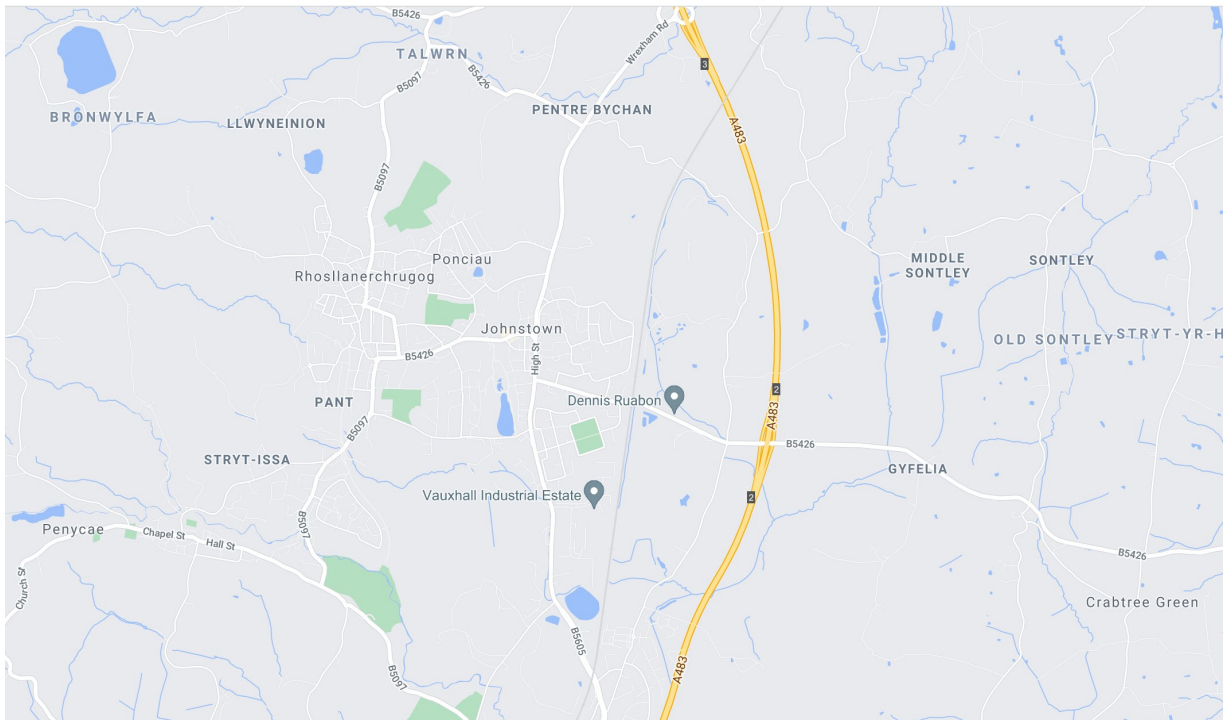
1.
Satellite image of the site (Prior to demolition).

2. Access, including movement to and from the site:

- 2.1** The site is accessed off Ruabon Road, a highway which provides excellent pedestrian and vehicular links to the village of Ruabon/Rhostyllen/Rhosllanerchrugog & Ponciau.
- 2.2** Accessed at either Ruabon or Rhostyllen the A483 provides commuters with road links to the towns of Wrexham & Oswestry, and the City of Chester. All three destinations being within a 30 minute car journey of the application site.
- 2.3** The A483 provides links to other major roads which can be accessed near Chester. The A55 express way connects road users to the North Wales coast meaning The City of Bangor is

2.4 The access point into the site is to be reduced, with a sizeable entrance splay currently serving the public house. The reduced access point will comply with visibility splays required for vehicles entering and vacating the site.

2.5 The layout will provide ample parking, producing 19 parking spaces for the 9 dwellings, although not achieving the maximum parking standard as set out by the guidance note, the site is in a sustainable location in terms of distance to the village centre and public transport links, such as regular bus services, and train station located 1.3 mile from the application site.



2.

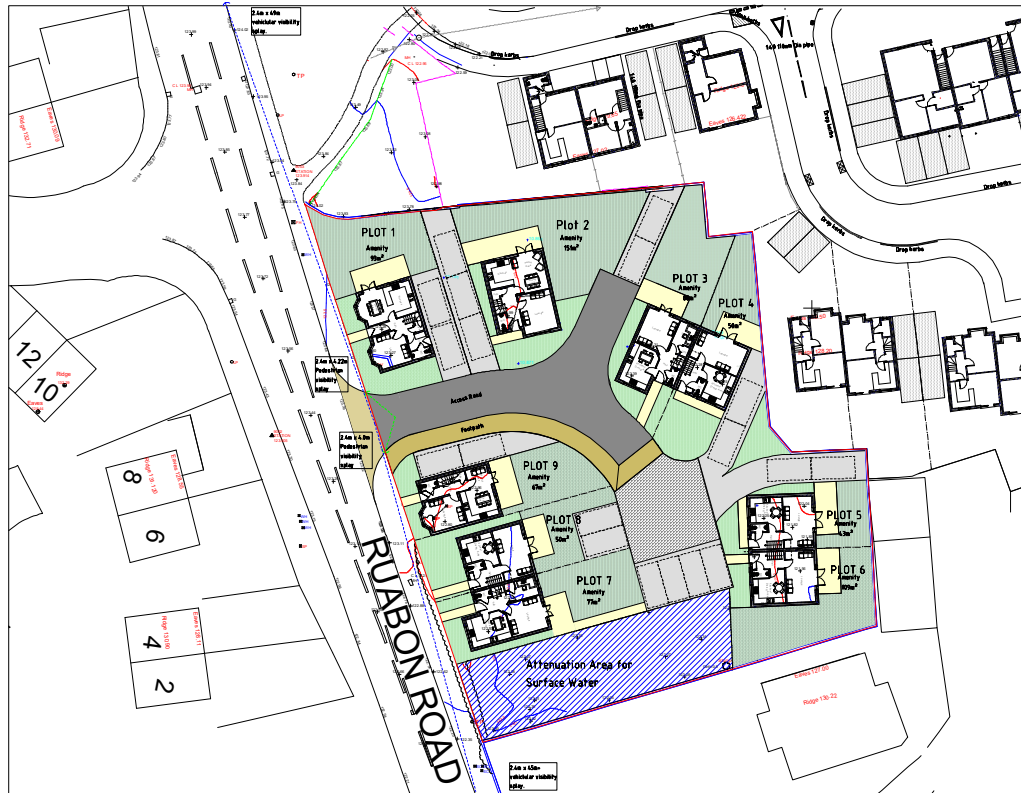
2.7 Buses are regularly travelling through the village of Johnstown, terminating in Oswestry, Barmouth, Llangollen, Cefn Mawr and Wrexham. This public transport link provides excellent services to non car users who wish to access towns and nearby villages. The site will promote the limited use of private cars due to the public transport links available, and conveniences located a short distance from the application site.

3. Character:

- 3.1** Johnstown is a village located approximately 5 miles from the Town of Wrexham and 11 miles from Oswestry, and is located within the County Borough of Wrexham.
- 3.2** The village is historically part of the old coal mining community of Rhosllanerchrugog. The village has been subject to a number of residential developments which have occurred over a number of decades. Nant Park being the largest residential development in the village adding 100s of homes to the village. This estate is now recognised as the heart of community.
- 3.3** The majority of dwellings in the village are constructed from facing bricks, due to the high density of Nant Park predominantly the chosen roofing material in the village is now concrete roofing tiles.
- 3.4** The public house which previously occupied the site had a large footprint with a mixture of single storey and 2 storey structures together with outbuildings which formed part of the operation. Living accommodation to the upper floor was present. Materials used consist of brickwork rendered walls, with slated roofs. The public house due to surrounding developments occurring at later dates didn't appear to be in-keeping with the area.
- 3.5** The dwellings immediately adjacent to the public house are semi-detached properties. Constructed using facing bricks. Brandy Brook is a residential development which was completed in the 90s. To the rear of the site abutting its boundaries a residential development has recently been completed using materials which are consistent with materials used on other residential developments within the village.
- 3.6** Construction of new modern style dwellings will enhance the area and make good use of the land available in the village.
- 3.7** A varied street scene is present in the vicinity of the application site, a number of dwellings are positioned near the roadside with others set back off the main highway due to their access roads and topography of land.

4. Appearance/Design Principles & Concepts

- 4.1** We have included for 9no: dwellings on our application site a combination of detached and semi-detached properties which suit the area in terms of other developments in close proximity.
- 4.2** During the course of the design, the prominence of the site was discussed and viewed as an important site when entering the village of Johnstown. For this reason it was key for us to create an interesting street scene by having varied designs.
- 4.3** Unlike the development adjacent the dwellings are to front the main highway to create a welcoming appearance to the development. The Brandy Brook estate opposite appears disjointed from the main village due to the design of amenity spaces facing the main highway as opposed to the frontage of properties making a feature from the design & layout of the site.



4. Site Layout

- 4.4** The principle of design has also been considered in relation to secure rear amenity spaces, layout and separation distances achieved between each property. Careful consideration has been given to specific design principles during the proposed layout as indicated on our planning drawings.
- 4.5** The dwellings are to be sympathetic to the surrounding properties, constructed using high quality materials, sourced from local builders merchants.
- 4.6** The Highway and its adoption in terms of turning head was the initial consideration in developing the site. Ample space is created for vehicles to turn, limiting the length of adopted highway proposed. Refuse collections would be made at the foot of communal/private drives ensuring the task is a simple one for operatives to conduct.

5. Community Safety

- 5.1** According to information available to the general public there has been 25 crimes reported in the vicinity for the month of Sept 2022. This information has been obtained from the Police website (www.Police.uk)
- 5.2** There is very little reason to suggest why the introduction of family homes would see an increase in these crime figures.
- 5.3** With the inclusion of this proposal to the area natural surveillance would be vastly improved from a current vacant building with several dwellings increasing on natural surveillance of the area.

6. Environmental Sustainability

- 6.1** The buildings will be fully insulated to meet the requirements of the current building regulations, thus ensuring the dwellings will be thermally and acoustically efficient.
- 6.2** Double glazed units will be used throughout and energy-efficient heating system will be installed to heat the dwellings.
- 6.3** The dwellings will be fitted with lighting outlets which take lamps of luminous efficacy of at least 40 lumens/circuit watt to ensure that the dwelling has efficient light fittings. 100% of light fittings installed are to be energy efficient light fittings.
- 6.4** The site is a brownfield site having had previous use. The proposed development is seen as an environmentally friendly making use of a disused brownfield site in a central village location. All services will be in close proximity of the site this will also ensure the sustainability of the development.

7. Local And National Policies.

- 7.1** The proposed residential development is compliant with policies PS2, PS3 & PS8 of the Wrexham UDP.
- 7.2** Our Scheme to develop this parcel of land will be compliant to Policy GDP1.

8. Conclusion.

- 8.1** We feel this planning application should be looked favourably upon and granted permission as we feel there are no justifiable reasons for refusal.
- 8.2** As the public house has now been demolished the site is prime development land within a central village location, which has the benefits of excellent public transport links and local convenience stores.
- 8.3** By agreeing to 9 no dwellings on this parcel of land the local authority would be able to reduce the deficit of required new homes in the County Borough.

*Document Prepared by:
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on behalf of Blueprint Architectural Services Ltd*